

Great Lakes Navigation Stakeholder Meeting
Rosemont, Illinois
April 23, 2008
Meeting Minutes of Stakeholders

Steve Pfeiffer, Cleveland Port Authority

- International docks at Lake Erie, 13M tons a year come in
- Planning for new disposal site, current almost full, 3 sites considered, chose one, cost sharing w/Corps, will accept 25k/year private dredge material
- Dredge 2 times/year
- Breakwater repairs needed

Warren McCrimmon, Toledo, Lucas County Port Authority

- Toledo- need 401, funding, CDF
- Backlog, 1.3M cubic yards to deposit
- \$16M to clean up backlog
- Only 1 open dock to international shipping, others closed
- Need open lake disposal
- 100' wide channel currently, hard to pass, problems, ships avoiding
- Port Authority has 1M capacity CDF, offered to Corps for fee
- Trust fund use issues

John Daniels, Port of Oswego

- 75% of backlog dredging being done this year
- 1.5 miles of breakwall, has serious breaches in it

Rick Novak, City of Lorain

- Need 150k yards dredged every few years, 2006/7 light loads from Republic Engineered Products had issues, primary employer there. Will have 80k yards dredged this July, need 60-70k more
- CDF near capacity

Tom Bernarding, Republic Engineered Products

- Ships have had problems navigating since December 2006, St. Clair refuses to come in
- In 2007, had 84 vessels at Lorain, 2.1 M tons, mostly iron ore

Paul DeMarco, ArcelorMittal, Cleveland Harbor

- Very narrow channel a problem, can't fully load and get in
- Need CDF

Mike LaWell, ArcelorMittal, Cleveland Harbor

- Land slippage issue, may close channel
- Emergency funds availability

Bob Mondron, Carmeuse Lime & Stone

- Takes in limestone for iron production
- Calumet, Rouge River, and Fairport harbors used
- Fairport – boat groundings
- Since 2004, 15% decrease in freighter capacity loading
- Planned on dredging their channel but Federal channel has not been dredged
- Grand River plant lime – Warren Consolidated dependson Fairport, employing a thousand people

Dean Haen, Brown County Green Bay

- Significant dredging backlog
- Need \$2M in FY10, not \$1M for backlog dredging
- Need to add \$2M for causeway at Renard Island

Beth Fischlowitz, LaPointe, WI

- Wants to be a USACE commercial recognized port based on being a subsistence harbor
- Harbor/airport only ways in for everyone/everything (island)
- 280 permanent year round residents, 5000 in summer
- Charter fishing not here, need to update fact sheet
- Need harbor improvements/expansion, maintenance dredging
- Will provide updated photo
- Ferry dock

Cedarville, Les Chenieux Islands:

Gary Reed

- 7.3 mile 7 foot depth dredging of channel needed
- Mostly residential islands
- Big needs – Cedarville Bay – commercial activity here

Bob Dunn, Clark Township - Cedarville Bay Waterworks

- Is there an Environmental Action Plan for the flow from Lake Huron to Lake St. Clair, stop flow/limit it?
- Georgian bay study cited mitigation at blue water bridge
- Can Carmeuse get in fact sheet?

LTC Leady

- USACE hydrologists didn't agree with their report
- New IJC study will be released on this topic

Larry Sullivan, Milwaukee

- CDF expansion needed for backlog dredging
- Breakwaters in poor to already failed condition
- Local port and USACE must work together, trust is key

Tom Krzyston, Port of Monroe

- Thanking USACE for recent accomplishments
- Need authorized channel dimensions
- Concerned about dwindling budget, wants use of trust fund for harbors

Nancy Smith, New Buffalo, MI

- Channel needs 1,400 cubic yards dredging every 2 years
- FY08/10 dredging
- In need of breakwater repairs, sand breaches it and enters navigation channel. Current cost for repairs estimated at \$480,000
- Breakwater is a pedestrian challenge, requests existing wood and metal section be removed and replaced by stone

Marv Kuziel, Port Austin

- In need of dredging and breakwater repairs

Portage Lake Harbor:

Chuck May, Michigan Small Harbor Coalition

- Requests process of dredging harbors to be overhauled
- www.miseagrant.umich.edu/harbors
- April 29th next Coalition meeting

Jim Mrozinski, Onekama Marine Inc.

- Lost a sailboat due to shallowness
- Better lighting on pier heads needed

Saginaw River:

Bill Webber, Sargent Docks & Terminal Company, Inc.

- Formed a business owner group to pay for DMDF, 10% tax surcharge on themselves
- Ships avoiding channel due to shallow depths
- Agriculture doing well, potash selling high, increasing channel use for agriculture products
- 2 new coal plants on Saginaw River
- Shipping coal, limestone, salt, coke, and fertilizer. Looking to bring in other industry: sugar, gypsum, windmills, etc.
- Expressed concern about going forward with dredging/DMDF

Jim Koski, Saginaw County

- Strong partnership needed to succeed
- No county funds used, just tax
- Offered to help others figure out how to work through DMDF process

Diane Bailey, City of Douglas, MI, Saugatuck Harbor

- Economic impact, this is tourist destination, acknowledges they're not a large port
- Depend on recreation boaters, jobs, schools
- Superfund issue from Kalamazoo River, contaminated spoils

- Spent \$80k on harbor study, final stages for legal authority to manage harbor
- Can't tax for harbor
- Requested help for harbor

Robin Abshire, City of South Haven

- Thanks to USACE, no further comments

St. Joseph Harbor:

Peter Bergoff, Dock 63, Inc.

- 3 terminals used in port
- Lost about 15 ft of draft in last 2 yrs, salt delivery impacted, bad winter this year
- Stakeholders must act as partners, offer something
- Lost 2 vessels to port, Pierson, Calumet
- Down from 3 to 2.5 million tons
- Vessels carrying 56% of capacity to port
- Turning basin needs dredging, last time dredged was in 2000, vessels will avoid coming to port because they have to back out and the difficulty/safety issues it causes
- Harbor shut down for third time in 6 years, cargo is going to trucks
- CDF permit completion needed
- 1600 recreation slips

John Kinney

- Lost 60,000 ton order last month, even with customer paying more somewhere else

Saxon Harbor:

Joe Varus, Iron County Forest

- Need dredging desperately
- County dredged last year just to be able to use it

Mike Lemens, City of Kenosha

- Problem getting in and out of the harbor
- Coast Guard covers 50 miles lakefront, needs safe passage in and out of the harbor
- Need outer harbor dredged
- Community has dredged some themselves with local funds
- CDF design south pier/north pier impacts/causes problems, requests study to extend north pier equal to south pier
- Home of Coast Guard port

Tony Schomin, STS Consultants, Manistique Harbor/City

- Large distance between safe harbor ports
- Last dredged in 1969 to 12 foot depth
- 2006 survey – has 3 foot depth
- Some barge, mostly recreation traffic
- 4,000 foot breakwall – good condition
- Superfund site to clean up paper mill contaminants
- Sampling survey for PCBs (USACE)

- 8,000 cubic yards to dredge to get to 12 foot depth

Steve Rogers, National Gypsum, Waukegan

- 600,000 tons in a year shipped
- Approach channel, may close in 2 years due to shallow depth
- Major shipper/supplier of Waukegan manufactured drywall to Chicago

Larry Brewer

- Expressed concerns

Dan Cornillie, ArcelorMittal, Indiana Harbor

- 15M tons/year shipped, largest
- Dredged last in 1973, lowering loads, hard to get ships in, using shallowest ships
- 6 ships needed to do 5 ships worth cargo from years past
- Neglect felt in local area, and will impact region

Allen Ekdahl, Portage Marina, Burns Harbor

- Portage Indiana
- Established port authority to create fund for dredging and maintenance
- Call corps if you ever have questions, they are helpful

Peter Laman, Port of Indiana, Burns Harbor

- Dredging needed for international ships
- Need 27 foot depth, critical
- Large sinkhole on dock wall